STATEMENT OF JUSTIFICATION
for
PARKVIEW
Development Plan Application
Parkview Executive Center, Joint Venture RLLP
Tax Map # 16-4((10))7C
July 19, 2019

INTRODUCTION

The purpose and intent of the Metrorail Station Urban Development Area, as defined in the Zoning Ordinance, is to create a distinctive employment center and residential neighborhood characterized by concentrated development that is vibrant, mixed use, transit-oriented and pedestrian friendly while also strengthening the Town of Herndon's cultural fabric and sense of identity. This development plan application, filed by Parkview Executive Center, Joint Venture RLLP (the "Applicant"), presents an important opportunity to further this purpose with the first development project strategically located directly adjacent to the silver line Herndon Station and the Herndon Station Promenade. The Applicant's objective is to bring forth a development proposal that adheres to the guiding principles, goals and objectives that the 2012 amendment to the Comprehensive Plan set forth for the Herndon Transit-Oriented Core (HTOC).

The project proposes the following:

- residential, office and retail uses at a floor area ratio (FAR) of 4.3, integrated with activated, attractive public open space,
- a well-designed and functional Herndon Station Promenade which exemplifies the goals of the Urban Design Guidelines (the "Design Guidelines") for the Town,
- the transformation of the Herndon Parkway frontage, incorporating the recommended elements in the Design Guidelines such as wide sidewalks, activated frontages (retail and residential), a cycle track and appropriate landscaping,
- the incorporation of commensurate portion of the future Worldgate Drive Extension into the development,
- a high level of site porosity with multiple vehicular and pedestrian connections, and
- high quality architecture indicative of that envisioned in the Herndon transit oriented core.

LOCATION AND EXISTING CONDITIONS

The property is located on the south side of Herndon Parkway, directly adjacent to the North Pavilion Entrance of the future Herndon Metro Station. The property is zoned PD-TOC (Planned Development – Transit Oriented Core) and contains 5.65 acres. It is currently developed with a suburban office building constructed in the mid 1980's, surrounded by surface parking. The property is not currently subject to any special exception or variance approvals, proffers, zoning administrator interpretations or court orders. The site has two access points onto Herndon Parkway. To the south, east and west is land zoned PD-TOC and developed with office uses. To the north, across Herndon Parkway is land zoned Office & Light Industrial and also developed with office uses.

DISCUSSION OF THE DEVELOPMENT PLAN

The specifics of the Development Plan are described below as they relate to the requirements stipulated in Section 78-50.8 of the Zoning Ordinance (Planned Development Transit Oriented Core) and the guidance provided in both the "Principles and Guidelines for the Herndon Transit-Oriented Core Plan" contained in the Herndon Metro Station Area Study and the Urban Design and Architectural Guidelines for the HTOC.

Buildings. There are three buildings proposed on the Development Plan, two residential towers and one office tower, all atop podium parking structures. The two residential buildings are orientated towards Herndon Parkway and Worldgate Drive Extended. The office building is located in the southern portion of the property, nearer to the Dulles Toll Road. The proposed building heights honor the maximums permitted in the PD-TOC District as well as those recommended in the Design Guidelines. The office tower is proposed to be 275 feet in height. The residential tower along Herndon Parkway (north residential building) is proposed at 225 feet in height with a step down of the bottom 11 floors on the Herndon Parkway side to 182 feet. The residential tower along Worldgate Drive Extended (west residential building) steps down from 275 feet to 220 feet to 80 feet moving from south to north along Worldgate Drive Extended. The minimum tower separation requirement of 65 feet between residential towers stipulated in the Zoning Ordinance will be met.

Urban Park/Public Open Space. Although the Zoning Ordinance does not stipulate a specific percentage of open space for Development Plans in the HTOC, it does require the incorporation of a variety of exterior amenity spaces which will contribute to a high-quality, pedestrian centric atmosphere. The Development Plan shows a central plaza which will serve to connect the three towers to each other as well as to the Promenade. The placement of the plaza and its conical shape is designed with the intention of opening up to the Promenade area, encouraging pedestrian movement both into the site and out onto the Promenade. This layout serves to avoid the "canyon effect" which is highlighted in the Design Guidelines as a potential issue with building massing along the Promenade. The central plaza will be an inviting area with both hardscape and soft-scape/landscape areas, focal points which could be a water feature or art, seating, walkways, and an open amenity lawn area for un-programmed or programmed use. The naturalistic form of the central plaza area is designed in juxtaposition to the angular geometry of the promenade and massing of the proposed residential and office buildings and provides several entry and exit points with ample seating to elicit a feeling of retreat from the urban landscape into the calm of nature within the park. The chosen plant palette will be complementary of the naturalistic form of the central park. Pedestrian porosity is envisioned throughout the site with a dedicated pedestrian realm from the entrance along Herndon Parkway through the site to the southern access road.

Activated Street Level. A guiding principle in the Design Guidelines is activation of the ground level of buildings within the HTOC. The Herndon Parkway frontage is fully activated with retail, residential lobby and amenity space in the north residential building and with ground level units in the west residential building. These types of ground floor uses provides the exact type of variety needed to successfully create a vibrant pedestrian atmosphere. The Promenade frontage will be activated with retail or commercial uses in the ground floor of the north residential building and the south office building. Planting beds, open sidewalk and space for outdoor dining can be accommodated on the commercial frontage along the Promenade. This offers a myriad of opportunities for passive recreation that feeds into the central urban park of the site, thus adding cohesion with the public accessible realm. The southeast corner of the site is anticipated to experience the most amount of foot traffic and visibility from the metro platform. For this reason, the commercial space that aligns with the Promenade provides direction towards pedestrian

oriented options.

Promenade. The Development Plan shows purposeful integration of the Promenade elements into the central plaza area, which serves to expand the Promenade area and the pedestrian experience. It is anticipated that the adjacent property to the east create a similar area opening into a public plaza on the east side of the Promenade. The Promenade includes paving arrangements that are incorporated into the design to help facilitate pedestrian movement throughout the site and define areas of programmatic spaces and aid in wayfinding. Additionally, an icon feature that is strategically placed at the southern end of the Promenade serves as a landmark unique to Herndon and establishes a sense of place adding to the Promenade's distinct character. The Central Plaza and Promenade intentionally differ in their design treatment to visually distinguish the two. However, the building and pedestrian path layout will have the two spaces essentially reading as one. The Promenade is designed to be more organized, crisp, and modern invoking movement, while the Central Plaza area has elements that are more naturalistic and organic invoking more passive activities. Each space will incorporate similar materials both in hardscape and in plantings, but in different arrangements. Furnishings will also necessarily be different, but both will compliment and help to create an identity for their respective functions.

Vehicular Access. The proposed development will be accessed via one access point on Herndon Parkway and one access point off of a road which, in the interim condition before the western-most half of Worldgate Drive Extended is constructed by others, will be a two-way driveway leading to an access road along the southern lot line of the property. There will be no direct garage entrances off of either Herndon Parkway or the western driveway as recommended in the Design Guidelines. The west residential building and the office building parking garages will be accessed via this new southern access road. The north residential building will be accessed off of the proposed internal street. Vehicular porosity will be created by connecting the Herndon Parkway access point through the site to the proposed access road along the southern lot line. There will be a central drop off "circle" central to the property accessed by both the Herndon Parkway and the southern access road. A wide pedestrian realm has been created to the west of this internal road to facilitate pedestrian access into the central plaza area.

Herndon Parkway. The Design Guidelines suggest that Herndon Parkway be transformed into an "elegant landscaped boulevard with multiple functions." Wider sidewalks and urban landscape features and furnishings are recommended. The Development Plan provides the recommended cycle track separated from the Parkway by a landscaped buffer. As previously mentioned ground floor retail and/or restaurant space, residential lobby, amenity space and residential units are shown fronting the Parkway to activate this frontage. The planned car pull off area is also shown near to the entrance to the Promenade.

Parking. Parking is provided via podium structures. The majority of the parking structure(s) are lined at ground level with either residential or retail/amenity space. Those areas not lined will be architecturally treated to integrate them into the overall project design through the use of complementary materials, textures, and colors while providing natural ventilation. Upper levels of the garages will also be architecturally treated with screening that complements the architectural design of each building. The minimum parking requirements of the Zoning Ordinance will be met.

Sustainability/Stormwater Management. The Applicant will provide LEED Certified or equivalent for residential uses and LEED Silver or equivalent for office uses. The amount of impervious surface proposed on the property will increase when compared to the existing conditions (office building with surface parking). Therefore, runoff reduction has been provided through the implementation of green roofs and

micro-bioretention facilities to meet the stormwater quantity requirements.

Architecture. The exterior architecture of the buildings and parking structures will be designed to create a unique sense of place and a cohesive identity for the project; accomplished through the use of a variety of materials, colors and textures that are diverse, yet complementary, to one another in a manner as generally shown in the Development Plan and the HTOC Urban Design and Architectural Guidelines.

COMPLIANCE WITH THE STANDARDS FOR DEVELOPMENT PLAN APPLICATIONS WITHIN THE PD-TOC, SEC. 78-50.8(2)

For the reasons stated below, this application fully complies with the standards outlined in the Zoning Ordinance for development within the HTOC.

(a) *Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.*

The property proposed in this application is directly adjacent to the north pavilion landing for the future Herndon Metro Station and the Herndon Station Promenade and is thus, appropriate for the proposed density of 4.3 FAR. The proposed density and proposed mix of uses will enable the creation of the kind of vibrant environment envisioned for the HTOC.

(b) *Contribute to a logical networks of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art.*

This application will be the first property to contemplate the desired Herndon Station Promenade. Careful attention has been paid to this aspect of the Development Plan to not only successfully create a unique entrance to the Town of Herndon from Metro but also to establish a standard for the Promenade in its final condition. The specific elements of the Promenade have been previously described. The Development Plan includes the recommended streetscape elements along the Herndon Parkway.

(c) *Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools.*

Impacts from the proposed development will be weighed against the project benefits and discussed during the review process.

(d) *Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements.*

In addition to providing one-half of the Promenade, which was an important aspect of the Herndon Metro Station Area Study and also the recommended frontage improvements along Herndon Parkway, this application also includes the incorporation of a commensurate portion of the future Worldgate Drive Extension. In the interim condition, this will serve as an access road to the development. The Applicant conducted a traffic study, the scope of which was coordinated with Town staff, to determine potential traffic impacts of the proposed development. It is anticipated that a signal will be warranted at the intersection of Herndon Parkway and the new Worldgate Drive Extension, and the Applicant intends to provide a proportionate share of contribution towards this signal.

(e) *Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.*

As described above, the site design incorporates multiple opportunities for pedestrian circulation within the site and within the HTOC. A cycle track has been provided along the Herndon Parkway.

(f) *Reduce the number of single occupant vehicle trips by implementing various Transportation Demand Management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking spaces.*

The Applicant intends to implement a Transportation Demand Management program to encourage rail ridership and reduce single occupancy vehicle trips.

(g) *Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.*

As noted throughout the discussion of the Development Plan elements above, the Urban Design and Architectural Guidelines as well as the recommendations in the Herndon Metro Area Study related to urban design have been applied in the design of the project.

(h) *Demonstrate how the development plan application contributes to a cohesive PD-TOC district and will permit development of adjacent parcels or landbays that are not included within the development plan application.*

The two parcels directly adjacent to the property are the property to the east on the other side of the Promenade and the property to the south between the subject property and the Dulles Toll Road. The Development Plan has been designed to incorporate the features within the Promenade in order to establish a cohesive integration between adjacent properties, thus contributing toward the goals of the HTOC in terms of pedestrian movement and the creation of a sense of place. The proposed commercial space at the ground level of the two buildings and central public plaza are also design

features of this application that will benefit the adjacent property owners as well as the overall HTOC area. The property to the south will also utilize the nearby access to the Promenade for their future development plans. This application includes an access road along the subject property's southern boundary which can be expanded and designed as a critical travel way for the adjacent property for their redevelopment plans.

(i) *Reduce energy consumption and enhance the physical environment through specified stormwater management and sustainable building techniques.*

The applicant is proposing a LEED Certified or equivalent standard for the residential buildings and LEED Silver or Equivalent for the office building.

CONCLUSION

The Applicant is pleased to present this development proposal for the initial redevelopment effort located directly at the new Herndon Metro Station. The application is consistent with the Comprehensive Plan, compliant with the Zoning Ordinance and conforms to the Transit-Oriented Core Plan and the Urban Design and Architectural Guidelines. Specifically:

- The application falls within the recommended use mix in the Herndon Metro Station Study at the intensity intended for a mixed use environment and particularly for this property adjacent to the Metro north pavilion.
- The application provides a logical network of significant public open space on site that is accessible from multiple points around the property, which creates an effective relationship with the proposed Promenade.
- The application provides significant public benefits in the provision of the Applicant's share of a well-designed Promenade, frontage improvements along Herndon Parkway and a portion of the future Worldgate Drive Extended.
- The application efficiently manages its environmental impacts through effective stormwater management measures and sustainable building techniques.
- The application contributes to a cohesive PD-TOC District by creating synergy with the property to the east through the development of the Promenade and with the development of the property to the south by providing an access road and pedestrian connectivity at the Promenade.

For these reasons and others included in this statement, the Applicant respectfully requests staff and the Planning Commission support and Town Council approval of this application.

DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

BMP Design Specifications List: **2013 Draft Stds & Specs**

Site Summary

Project Title: Walker Road
Date: 43667

Total Rainfall (in):	**43**
Total Disturbed Acreage:	**2.89**

Site Land Cover Summary

Pre-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	% of Total
Forest/Open (acres)	0.00	1.25	0.00	0.00	1.25	43
Managed Turf (acres)	0.00	1.23	0.00	0.00	1.23	43
Impervious Cover (acres)	0.00	0.41	0.00	0.00	0.41	14
					2.89	100

Post-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	% of Total
Forest/Open (acres)	0.00	0.26	0.00	0.00	0.26	9
Managed Turf (acres)	0.00	1.22	0.00	0.00	1.22	42
Impervious Cover (acres)	0.00	1.41	0.00	0.00	1.41	49
					2.89	100

* Forest/Open Space areas must be protected in accordance with the Virginia Runoff Reduction Method

Site Tv and Land Cover Nutrient Loads

	Final Post-Development (Post-ReDevelopment & New Impervious)	Post-ReDevelopment	Post-Development (New Impervious)	Adjusted Pre-ReDevelopment
Site Rv	0.55	0.34	0.95	0.34
Treatment Volume (ft^3)	5,776	2,328	3,449	2,328
TP Load (lb/yr)	3.63	1.46	2.17	1.46

Total TP Load Reduction Required (lb/yr)	2.05	0.29	1.76

	Final Post-Development Load (Post-ReDevelopment & New Impervious)	Pre-ReDevelopment
TN Load (lb/yr)	25.96	10.98

Pre-ReDevelopment TP Load per acre (lb/acre/yr)	Final Post-Development TP Load per acre (lb/acre/yr)	Post-ReDevelopment TP Load per acre (lb/acre/yr)
0.77	1.26	0.77

Site Compliance Summary

Maximum % Reduction Required Below Pre-ReDevelopment Load	20%

Total Runoff Volume Reduction (ft^3)	0
Total TP Load Reduction Achieved (lb/yr)	2.61
Total TN Load Reduction Achieved (lb/yr)	7.00
Remaining Post Development TP Load (lb/yr)	1.02
Remaining TP Load Reduction (lb/yr) Required	0.00

** TARGET TP REDUCTION EXCEEDED BY 0.56 LB/YEAR **

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
Forest/Open (acres)	0.00	0.00	0.00	0.26	0.00	0.26
Managed Turf (acres)	0.09	0.56	0.00	0.57	0.00	1.22
Impervious Cover (acres)	0.40	0.97	0.00	0.04	0.00	1.41
Total Area (acres)	**0.49**	**1.53**	**0.00**	**0.87**	**0.00**	**2.89**

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	Total
TP Load Reduced (lb/yr)	0.77	1.84	0.00	0.00	0.00	2.61
TN Load Reduced (lb/yr)	1.95	5.05	0.00	0.00	0.00	7.00

Runoff Volume and CN Calculations

	1-year storm	2-year storm	10-year storm
Target Rainfall Event (in)	2.62	3.17	4.87

Drainage Areas	RV & CN	Drainage Area A	Drainage Area B	Drainage Area C	Drainage Area D	Drainage Area E
CN		91	84	0	61	0
RR (ft^3)		0	0	0	0	0
1-year return period	RV wo RR (ws-in)	1.72	1.21	0.00	0.23	0.00
	RV w RR (ws-in)	1.72	1.21	0.00	0.23	0.00
	CN adjusted	91	84	0	61	0
2-year return period	RV wo RR (ws-in)	2.23	1.66	0.00	0.43	0.00
	RV w RR (ws-in)	2.23	1.66	0.00	0.43	0.00
	CN adjusted	91	84	0	61	0
10-year return period	RV wo RR (ws-in)	3.86	3.15	0.00	1.29	0.00
	RV w RR (ws-in)	3.86	3.15	0.00	1.29	0.00
	CN adjusted	91	84	0	61	0